

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: "Gable, Edward M" <emg@rfpo2.rfc.comm.harris.com>
Subject: 1 Million Watt TX
Message-ID: <30CC3BC5@smtpgate.rfc.comm.harris.com>

OK, a little off subject, but thought provoking. A sister Division just shipped it's first DX-1000 model transmitter to the VOA's Thailand site. So what ? It is the first one-million watt ALL SOLID STATE radio transmitter. Yes, NO tubes. None.. It's Medium Wave and AM. Hello, can you hear me now ? Ed K2MP @ Rochester. emg@rfc.comm.harris.com

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: Michael Covington <mcovingt@ai.uga.edu>
Subject: 121.5 and 243.0 MHz
Message-ID: <199512111637.LAA17533@aisun3.ai.uga.edu>

I'm amazed that the satellite system doesn't get frequent false alarms from paging systems and leaky cable TV systems. Goodness knows, the 140-MHz ham band and the public service band just above it are riddled with interference from those sources.

--

Michael A. Covington	http://www.ai.uga.edu/faculty/covington/
Artificial Intelligence Center	<><
The University of Georgia	Unless specifically indicated, I am
Athens, GA 30602-7415 U.S.A.	not speaking for the University.

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: John Shriver <jas@shiva.com>
Subject: Re: 121.5 and 243.0 MHz
Message-ID: <199512111708.MAA05626@shiva-dev.shiva.com>

The AF modulation on these frequencies is distinctive. I worked at someplace that was designing a 406 MHz Emergency Location Transmitter that could also transmit on 121.25 (test) and 121.5 (live). The 121 frequency is is modulated with a distinctive "whoop-whoop" rising tone. Not likely to be duplicated by some arbitrary leakage or interference.

406 MHz ELT (SARSAT) is much fancier. You have a super stable and accurate oscillator, and the polar-orbit satellites triangulate on you using doppler shift. You're also transmitting some ASCII on the signal, saying who you are, etc. Takes an incredibly stable oscillator, crystal oven quality, but you can't, since you only have 4

D cells for power. (The design of this unit is left as a exercise for the reader.)

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: john <johnmb@nando.net>
Subject: > Please test beta version BA WWW Site <
Message-ID: <9512110228.AA15191@merlin.nando.net>

Folks,
Please take a look at:

<http://www.zynet.com/~johnb>

and let me know if you can break the pages that it references.
I apologize for the rather plain appearance of this so far. I learned a lot in the process, and will be sprucing things up shortly. I'd like your help in beating up on it and seeing if you can find any holes in it.

Thanks to Jim KM6NK and Ben Hall for use of their images for this purpose.

If you have any contributions, suggestions, IMAGES and the like to contribute, please drop a line....

Best
/john

wb5oau/4

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: A word of caution
Message-ID: <Pine.ULT.3.91.951211125955.28079C-1000000@admin.aurora.edu>

This weekend at a sale, I picked up a FADA table radio - beautiful wooden cabinet and 3 bands. It is an early AC/DC set. The surprising thing about it is that it has two 25Z6 rectifiers - one used normally for the set's B+, the other used only for supplying current to the speaker field coil.

Working on this set got me to thinking that there may be some out here in BA land that will eventually work on a AC/DC set and this is a reminder that these sets can be dangerous in that one side of the AC line is usually connected to the chassis! ALWAYS USE AN ISOLATION TRANSFORMER

WHEN WORKING ON AN AC/DC SET.

This particular model was especially bad in that one side of the line connected to one end of the filament string and the rectifier plates and the other side of the line connected thru the on/off switch to the chassis. In this case, no matter which way the set was plugged into the wall, it would have a "hot" chassis - depending on whether the switch was on or off.

The thing to do is rewire the set with a new polarized line cord. The neutral side (large plug blade) should be the "ground" or chassis connection. The hot side of the line cord should go thru the switch to the filaments & rectifiers.

There is a definite way the series filaments are connected: The first tube filament, starting from the hot side of the line, should be the rectifier. This is followed by the audio output, then the IF amp, then the converter, then the 1st audio/detector stage being closest to the ground potential. This is to both reduce hum and to keep the cathode to filament voltages below the breakdown levels.

A couple of other points of interest that could happen in any BA receiver:

1) Naturally the first thing I did was retube and recap the receiver. The audio would get progressively more distorted and weaker over a period of several minutes. The problem was that the grid of the 25L6 was going up to about +10 volts! 2 tubes did the same thing (and yes, I had already replaced the coupling cap). Turns out both tubes were bad. One finally did show a short (leakage) on the tube tester - the other did not. It is possible they are both gassy and that function may not be working on my tester.

2) Audio ended up clean if I injected an audio generator across the volume control but still somewhat distorted with a detected signal, especially stronger BC stations. The cure was to reduce the AGC voltage to the 6SA7 - has anyone else run across this problem of too much AGC?

73 de Bob, K9EUI (broehrig@admin.aurora.edu)

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: jschwart@ix.netcom.com (John Schwartzberg)
Subject: Re: Another SuperPro Question
Message-ID: <199512101744.JAA05075@ix7.ix.netcom.com>

At 08:54 AM 12/10/95 -0600, Bill Sorsby wrote:

Most typical stainless steel alloys are non-magnetic (300 series alloys for those who care). However, one type, 301, can exhibit significant degrees of magnetism. This is also the lowest alloy content (read cheapest) of the 300 series alloys. Thus, it is conceivable that Hammarlund could have used this alloy for a panel. However, recall also that the expensive elements that make steel stainless - chromium and nickel - were in scarce supply due to the war effort. Although no Hammarlund historian, it doesn't make a lot of sense that expensive material would have been used for this kind of application.

The chrome plating itself, if applied to a non-magnetic alloy, would not make it appear magnetic. Also, even a 300 series stainless steel will not have that bright, shiny surface appearance after many years in the absence of special surface treatments. Sounds to me like you've got a carbon steel panel with a chrome plating, which is cost effective for the application.

Just this metallurgists thoughts....

John
NOGII

jschwart@ix.netcom.com

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: BHall88620@aol.com
Subject: Re: Another SuperPro Question
Message-ID: <951210140001_129720497@mail02.mail.aol.com>

>Since the markings on the face were "etched" (for lack of the correct
>term) into the panel, since I repainted it now I have to replace the white
>paint in the grooves. What is the best way to do this? I saw someone else's
>SP and he used thin paint and wiped it into the groove and wiped off the
>excess, but you could still see the smear. I don't want this to happen.
>Should I even worry about the paint and leave it plain?

Hi Jake, as a summer job, I worked for a company that built pressure sensors and related stuff for the Navy, and we marked all our stuff in this method:

Each sensor had a steel or aluminum identification tag, which was made by punching the letters and numbers into the tag, to form recessed letters and numbers like you describe. The indentations were filled with a paint in a stick form, kind of like lipstick I guess, called Laquer Stick, made by the Lake Chemical Company (don't have address or number). From what I remember from the MSDS sheet, this stuff is completely non-toxic except the red contains something hazardous. (Amazing I can remember all this junk in detail but cannot remember what I ate for breakfast!)

>From what I read on the drawings, the process was to smear the Laquer Stick over the recessed numbers and letters, and wipe off the excess. Worked pretty well from the sensors I saw. Didn't smudge like liquid paint...

Might be worth pursuing... Maybe someone else has heard of this stuff?

73,
Ben

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Re: Another SuperPro Question
Message-ID: <199512101915.NAA19202@dlep1.itg.ti.com>

At 11:45 AM 12/10/95 -0600, John Schwartz wrote:

>

<snip>

>... Also, even a 300 series stainless steel will not
>have that bright, shiny surface appearance after many years in the absence
>of special surface treatments. Sounds to me like you've got a carbon steel
>panel with a chrome plating, which is cost effective for the application.
>

Well, the surface is not real bright and shiny, but it's not dull either. Remember it was protected under a layer of paint for years until I scraped the paint off, id that accounts for anything. The color is somewhat akin to the appearance of the unpolished chrome plated areas on my Craftsman lifetime wrenches, although the color is somewhat different. The color doesn't quite match the stainless steel knives we've got at the house either.

The more I think about this, the more amazed I am to have an old BC-779-A with either a stainless steel or chrome plated front panel.

I'm inclined to believe you're right about the chrome plating John (although the evidence is not overwhelming). I inspected the panel closer and found a few places (in addition to under the mud dauber's nest) where speckled rusting has occurred. The sort of rusting I've seen before with chrome plating. I used chrome polish on a few of those areas and, although it didn't totally remove all presence of the speckling it did improve it.

I'm still puzzled about one thing. I expected to see some indication of rusting in areas around the edges of the panel where the panel has obviously been scraped against other things, but even close inspection reveals no rust to my unaided eye. Wouldn't a chrome plated steel panel have developed rust around the edges where chrome plating would surely have been scraped

through, whereas a stainless one wouldn't?

Another question, to try to clarify this (or muddy the water): Is it possible for the cheaper stainless alloys you referred to, to rust slightly, to develop the rust speckling this unit has?

Anxiously awaiting your metallurgical response.

Regards,

Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995

From: lbbarley@southwind.net (Bruce Barley)

Subject: Re: Another SuperPro Question

Message-ID: <199512110454.WAA28035@onyx.southwind.net>

>>Since the markings on the face were "etched" (for lack of the correct
>>term) into the panel, since I repainted it now I have to replace the white
>>paint in the grooves. What is the best way to do this? I saw someone else's
>>SP and he used thin paint and wiped it into the groove and wiped off the
>>excess, but you could still see the smear. I don't want this to happen.
>>Should I even worry about the paint and leave it plain?

>

===SNIP===

>

>Each sensor had a steel or aluminum identification tag, which was made by
>punching the letters and numbers into the tag, to form recessed letters and
>numbers like you describe. The indentations were filled with a paint in a
>stick form, kind of like lipstick I guess, called Laquer Stick, made by the
>Lake Chemical Company (don't have address or number). From what I remember
>from the MSDS sheet, this stuff is completely non-toxic except the red
>contains something hazardous. (Amazing I can remember all this junk in
>detail but cannot remember what I ate for breakfast!)

>

>>From what I read on the drawings, the process was to smear the Laquer Stick
>over the recessed numbers and letters, and wipe off the excess. Worked
>pretty well from the sensors I saw. Didn't smudge like liquid paint...

>

>Might be worth pursuing... Maybe someone else has heard of this stuff?

>

===SNIP===

Yes, this stuff is still around. I work in the aerospace industry, and we mark jigs and fixtures by steel handstamps. It works just like the above, and does not smear. If you have an industrial supply house nearby, they should be able to set you up, or you might pay a visit to your local machine

shop and see if they have a stick. Be advised a stick is about the same size as a magic marker, so just one will last you several lifetimes!

best wishes-

Bruce KB0PZD
lbbarley@southwind.net

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: steve@hi.com (Steve Byan)
Subject: Re: Another SuperPro Question
Message-ID: <v02130500acf201c3b909@[140.243.30.128]>

BHall88620@aol.com wrote:

>From what I read on the drawings, the process was to smear the Laquer Stick
>over the recessed numbers and letters, and wipe off the excess. Worked
>pretty well from the sensors I saw. Didn't smudge like liquid paint...
>
>Might be worth pursuing... Maybe someone else has heard of this stuff?

It's available from Antique Electronic Supply. In a post last March, Dave Creek says he's seen it in a jewelry supply company:

>Several years ago I bought some "lacquer sticks" from a jewelry supplies
>company. I think it was Greiders (sp) in Los Angeles. These were shaped
>like crayons with a paper covering. They come in various colors and were
>intended to fill engraved lettering in jewelry. To use, you rubbed the
>stick over the lettering after cleaning it out and then removed the
>excess with a cloth. Worked FB.

>
>I hope this is some help,

>
>Dave Creek, NH6BA
>Ewa Beach, HI

Regards,
-Steve

Steve Byan
Hitachi Computer Products (America), Inc.
1601 Trapelo Road
Waltham, MA 02154

internet: steve@hi.com
phone: (617) 890-0444
FAX: (617) 890-4998

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: dt@scotborders.co.uk (David Topham - Arts & Science)
Subject: Re: Another SuperPro Question - Mythology
Message-ID: <9512102051.AA15224@scotborders.co.uk>

John Schwartzberg wrote:

>Although no Hammarlund historian, it doesn't make a lot of sense that
expensive >material would have been used for this kind of application.

A Citroen 2CV used to be a very small and basic French car (2CV = 2 cheveux
= 2 horsepower). As a student my friend had one and the floor rusted out.
Ken's father worked at an aerospace plant so he milled his son a new floor
from titanium alloy. Now the car is defunct and has been buried. Some
archeologist in years to come will see that these cars were !built!....
..SuperPro too?

I have examples of nearly every British Army wireless and accessories from
WW2, and some 50s and 60s classics. Be pleased to help anyone who needs to
know anything or just an opinion. No Naval or Airforce. Have to stop somewhere.

David Topham
GM3WKB

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: don merz <71333.144@compuserve.com>
Subject: BA Literature FS
Message-ID: <951211163646_71333.144_DHB58-2@CompuServe.COM>

For Sale

CONTACT: Don Merz, N3RHT: 47 Hazel Drive, Pittsburgh, PA 15228.
412-234-8819 (weekdays, EST or leave a message anytime).
71333.144@compuserve.com

VARIOUS HAM AND WIRELESS LITERATURE, "HB" = HardBack

Western Radio Amateur magazine. One of many nice little-known ham
publications from the '60's. I have 9 issues covering June 1961 through
May, 1963. Surplus articles by Don Stoner, nice homebrew including an 807
based rig with a 17-position crystal switch for FT-243's and articles on Russ
Farnsworth and Herb Johnson (founder of Swan Engineering--it turns out
that "Swan" was his dad's name...). Very nostalgic. 9 issues: \$14
CQ Magazine: 87, 88, 89, 90, 91, 92: \$4 per year
QST December, 1944, binding edge poor: \$2

AMSAT

NEWSLETTER 29 issues covering volume 4, #3 through Volume 11, #4.
(not complete). 1972 - 1979. Several neat extra early AMSAT
promotional brochures. As-new condition. \$9

1961 Radio Amateur DX Guide by H. J. Nelson. Published by Radio Amateur
Call Book, Inc. Very good. \$8

ICS Radio Operators Handbook, 1924, 1st Edition. HB: \$19

Sams Ham Antenna Construction Projects, 1963, 1st Edition: \$4

73 Vertical, Beam and Triangle Antennas by Ed Noll, 1970: \$5

CQ-DX Annual. 1948. 1st Edition, 1st Printing. \$8

NRI coursebooks, 9 books from 1968 course, nice: \$4

Bell System Technical Journal, Index to Volume 9, 1930: \$2

ARRL Understanding Amateur Radio, 1971. George Grammar. \$7

ARRL How To Become A Radio Amateur, 1974. \$5

Ameco Amateur Radio Theory Course, 1975. \$2

1978 ARRL Handbook. Good: \$8

1955 ARRL Antenna Book. Good. \$9

1968 ARRL Antenna Book. Binding coming apart. \$6

Heathkit SB-201 linear amplifier assembly manual. Original. Complete, \$15 PPD
WWII Signal Corps message pad. Used by radio operators to transcribe messages.

Brand new. Neat military shack accessory. \$6 PPD--LAST ONE LEFT

ARRL Antenna Book. 9th edition, 1960. \$16 PPD

Howard Sams' "101 Ways To Use Your Oscilloscope." 1961. \$9 PPD

Audel's "Blueprint Reading For Mechanics and Builders." 1941. Excellent
hardback. \$14 PPD

Lunt, "Everyday Electricity." 1928. Great photos and Illustrations. Hardnback
with gorgeous embossed cover. \$21 PPD

QST Magazine--All In Excellent Condition.

1957. Complete. With "QST Library" shelf organizer. \$15

1959. Missing 7,8,9,12. With "QST Library" shelf organizer. \$8

1964. Includes 1,3,5,7,8,10 issues only. \$6

CQ Magazine: 1950: 2,5 issues only. \$2

MILITARY LITERATURE (Originals)

Book: Preparation for the Rating of Radioman 2C, Navy Training Courses,
1940. Softcover in very good condition. \$24

Pamphlet: "The Ulithi Encyclopedia" published by Armed Forces Radio
Station WVTY in 1945. Used as guide for troops stationed there. Really
unique and a great find for anyone that had a relative stationed on
Ulithi during the War. Excellent shape. \$30

First Armored Division Yearbook from 1952. Covering Combat Command B
stationed in Fort Hood, Texas. About 150 pages of excellent B&W photos
showing the training and deployment of the Division. Only a few radio

shots. Lots of Armor and light weapons shown in use. If you knew anyone in the First Armored in 1952, then their photo will be in this book.

Teriffic! \$45

TM-11-662 Basic Theory and Application of Electron Tubes. 185

8-1/2 x 11 pages. 1952. \$16

TM-11-672 "Pulse Techniques," 1951, near-mint: \$6

ARN-14/14C Manual TO-12R5-2ARN14-12. \$4 each. 2 to sell.

TM 11-296 PRC-6 Use manual. About 1955: \$12

TM 11-4096 PRC-6 Field Maintenance Manual w/addendums: \$16

OTHER MILITARY LITERATURE (PHOTOCOPIES shipped Postage Paid (PPD))

Military RBM-5 manual photocopy. \$16 postage-paid

NAVPERS 10312: "Aircraft Radio Equipment" dated 1944. Enlisted man's guide to Navy aviation radios of WWII. Covers general radio theory in the first half and specific operating instructions in the 2nd half. The sets covered in the 2nd half are: LM Frequency Meter, receivers RU, ARA, RA-1B, radio direction finders DU and MN-26C, transmitters GF, GP, GO-9, ATA, TA-2J, ATC (ART-13) and remote control RL-24A. Photocopies available for trade. Or sell copies for \$27 for the whole 229 page book or \$13 for just the operation instructions in the 2nd half.

RBZ Manual photocopy: \$12.95 PPD

TCS Partial Manual, covers the TCS-7 through TCS-12 sets along with all the usual accessories. Includes installation, maintenance, schematics and parts list sections. Theory sections are omitted (about 100 pages): \$16.95 PPD

TM11-230C, Radio Set SCR-694C (BC-1306) manual photocopy. 1944: \$19.95 PPD

Number 19 Mark III manual photocopy. Identical to the U.S.-made set, but for the Canadian and British versions. Decent, complete copy: \$14.95 PPD

NAVELEX 0967-LP-115-2010 "Technical Manual for Radio Receiving Sets AN/SRR-11, AN/SRR-12, AN/SRR-13 and AN/SRR-13A." Photocopy of all required info (200+ 2-sided pages). Schematics are on about 100 more pages of 8-1/2x14 paper. \$19.95 PPD

TM 11-487 Chapter 14, RADIO EQUIPMENT Photocopy. 1944. \$ 8.95 PPD

Covers ALL ground-to-ground radio equipment in service in all branches of the military in 1944. Does not cover radar, airborne and beacon gear. Photos and some diagrams (not schematics) are included. 131 2-sided pages.

ECOM-4451, HISTORY OF THE SQUAD RADIO Photocopy. 1976. \$ 8.95 PPD.

Covers the development of the "Handie-Talkie," from the earliest days (BC-611/PRC-6) through the "helmet-radio" (PRT-4/PRT-9) variations.

Photos and diagrams are included. Backpack radios are not covered but some European sets are. 98 2-sided pages.

TM 11-235 BC-611 Use/maintenance manual copy. 1945. \$12.95 PPD.

CPRC-26: Royal Canadian School of Signals manual copy with all addendums. Fair copy. LAST ONE. \$10.95 PPD

CALL BOOKS

1935-36, Winter Radio Amateur Callbook Magazine, cover rough. \$11

1960 DX Callbook (Foreign). Very Good Condition. \$16
1971-72 Foreign Radio Amateur Callbook. Good: \$7
1979 Foreign Callbook. Good softcover. \$8
1980 U. S. Callbook. Excellent softcover. \$10
1983 Foreign Callbook. Good softcover. \$8
1984-85 ARRL Call Directory. Excellent. \$8

CATALOGS/ADVERTISING

Polytronics original sales circular for the Poly Comm Two 2-meter version of the above radio. Shows car mount and give complete specs. \$7
Eisemann Brochure; Audio Frequency Amplifying Transformers, small. I'm guessing late-teens or early 20's. \$1
1957 Grommes (Precision) catalog. Small, B&W. Excellent: \$3

BOATANCHOR MANUALS

Collins 51J3 Sams photofact copy, copy of articles from Collins Collectors Magazine on 51J-series, connection diagrams from 51J manuals. \$4
Collins 75A4 professional photocopy: \$10
Hallicrafters HA-6 6 meter transverter original manual. Mint. \$14
Hallicrafters HT-12 Manual Photocopy: \$4
Hallicrafters SX-101 Mark III fair photocopy: \$4
Hallicrafters 5R40 Manual. Original, excellent: \$10
Heathkit HWA-2036-3 Power Supply Assembly Manual. As-new. \$4
Heathkit SB-104 Transciever original Assembly Manual. Excellent: \$17
Lysco 500/600. Complete, excellent manual copy. Partial original manual schematic, various magazine reviews and mods. \$7
RCA ACR-136 Receiver. Clean photocopy. \$7
RCA 8516 Marine Receiver manual photocopy: \$8
Swan 250C Manual Photocopy: \$8
Western Union Telex 32 Sender-Receiver operating instructions, excellent: \$3

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: Michael.J.Knudsen@att.com
Subject: BC-348 questions
Message-ID: <9512111729.AA17836@bock.ih.att.com>

Well, I about tripled the size of my mil suprlus holdings over the weekend. Got a pretty clean BC-348R rx, 200 KC to 18 MC with no BC bands (but picks up again at 1500 KC, right where my RAX-1 cuts out). It is clean inside and out, no major hacks other than a well built AC PS where the dynamotor used to be. Also a stack of mica caps have been disconnected in the RF section, hopefully replaced under the covers with something modern.

Big problem is there seems to be no plate load on the 6K6 output.

The screen grid gets red after a minute, natch! Anyway, what's the story? There is NO audio output xformer in the set! Was there one originally? Or was it supposed to be external, in the rack or the speaker?

Would I be desecrating the set to put a small xformer in somewhere? Or should I use a speaker with built-in xformer? What's odd is I get nothing in the headphones either, so they aren't the usual capacitor from the plate -- or maybe they are, but with no plate voltage.....they depended on the audio xformer primary for a plate load impedance.

This radio still has a sort of naked Jones connector (male) without about 10 - 12 blades on the back. The previous owner brought out a couple of wires, plus a 300 ohm twinlead with a xtal socket plug (like you use to feed a VFO into an old TX -- I will steal that plug for my Lsco VFO into the Viking II). This has full B+ on it, and may have been connected to an external output xformer -- so at least I know where to hook this up.

How much B+ is normal for a BC348? This one is getting about 360 V, and yes those tubes get pretty warm. The little 5Y3 added rectifier really toasts up.

Unlike many mil sets, this one has no schematic on the case inside cover. Since the case is from a -P and the set is an -R, that may be just as well. Just a big list of patents, like a home radio -- weird. Can't have the Nazis and Tojo's boys ripping off our royalties.

I'd appreciate any words of advice. And of course anyone who wants to shoot me zeroes for a SASE or a few bucks is welcome to speak up :-)

This looks and feels like a honey of a radio. Oh yes, I got the shock mounting plate for it no. No rust, no dings, good paint. 73, mike k w9nrd

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: parker@sol.med.ge.com (Timothy Parker x7-4463)
Subject: Boat Anchor List
Message-ID: <9512111716.AA11543@pacific.med.ge.com>

Well thanks to all that responded to my question about the TBV-2 radio and in light of that info here is a list of various equipment that is For Sale. Please respond to Dean directly, he is not on the list.

Thanks,
Tim Parker KB9KIT

>
>Well Tim, here is the list.
>
>I have the following items for sale:
>
>- A TBY-2 CRI-43007 Navy radio. It appears to have
>been modified by a ham at some point but appears to be
>in good shape.
>
>- BC-322 Army Radio
>
>- Zenith Royal 880
>
>- Philco Model 46-350
>
>- A portable tube tester made by Brame Mfg Co.
>called a Super-TV-Tester
>
>-Motorola Test Set P-8501-A
>FM Communications Equipment
>I don't know what this is and it has been hacked up.
>
>- A Radio of some kind with a National Audio Transformer Type s101T in it
>and what appears to be a matching power supply from National.
>
>To my knowledge none of this equipment works. Tubes are missing.
>None of it is in mint condition by any means. The Military radios look like
>they are in pretty good shape.
>
>Any questions Just let me know. I live SE Wisconsin so figure
>in shipping if your interested.
>
>Thanks
>Dean
>103345.2023@compuserve.com
>

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: Dave Hockaday <wb4iuy@nando.net>
Subject: bounced message
Message-ID: <9512111334.AA23222@merlin.nando.net>

>my current 301 has been converted to
>solid state, (except for the VFO) and included HF0/VFO and BF0 buffers, along
>with considerably more state of the art (circa 1984, at least) bells and
>whistles.

>Mark Shaum, NE9G
>mshaum@cencom.net

Sorry top send this to the group. Mark's adress bounce from my location for some reason...

WOW!!! Hi Mark. I have been a Heath collector for some time, and my favorite station is my SB:301/401/500/600/610/620. I have converted the TX for AM TX, added a rx preamp to the rx that is bandswitched on 15/10. I just recently picked up a SB-102 solid state VFO for the RX, and have yet to try that mod. Can you tell me about the solid state rx conversion? I would LOVE to be able to do that.

Thanks much!
73 de WB4IUY
Dave Hockaday
wb4iuy@nando.net

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: jmillier@teleteam.com (Jay H. Miller)
Subject: Cap Markings--Wow!
Message-ID: <v01510101acf0cc5c8b41@[205.198.110.16]>

Thanks to all (at least a dozen) who responded. A great deal of information was quickly transmitted. I will prepare a chart (along with the tolerance codes) and e-mail it up later in the week.

One important question remains unanswered however, which end is the outside foil as the new Orange Drops do not have same marked?!

73
de Jay

Jay Miller, KK5IM
jmillier@teleteam.com

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: x90galbraith1@wmich.edu
Subject: Re: Chassis

Message-ID: <Pine.PMDF.3.91.951210145723.671266965A-100000@wmich.edu>

On Sun, 10 Dec 1995, William C. Robbins wrote:

> I have a Bud chassis, black wrinkle paint, 17" x 12" x 2". I have no use
> for it so it goes free for the shipping to whom ever could use it. Never
> been used. The paper wrapping has been removed because it deteriorated
> with age.
>
> Happy Holidays.....
>
> Bill WA8CDU

Hi Bill,
Sure! How much for shipping to Kalamazoo, MI? :)
73, Chris KA8WFC

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: "William C. Robbins" <billrobb@serv01.net-link.net>
Subject: Chassis is Gone
Message-ID: <199512101940.0AA18595@serv01.net-link.net>

The chassis I offered for free is gone.
Thanks for all your interest.

Bill.

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: pmills@cyberhouse.com (Phil Mills)
Subject: Choke info needed
Message-ID: <199512101718.LAA04446@ns.cyberhouse.com>

I've got a Chicago Transformer 7282 choke that appears to be a high
voltage variety. Can anyone tell me what the specs are?

thanks,
Phil
Phil Mills, AB5TH
pmills@cyberhouse.com
713-482-2763

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: Dick Dillman <ddillman@igc.apc.org>
Subject: COLLINS RE-312B-5 FS
Message-ID: <199512102056.MAA24089@igc4.igc.apc.org>

NOTE This is a re-post from rec.radio.swap - please reply directly to darrell@centcon.com, not me.

/* Written 5:24 PM Dec 9, 1995 by darrell@centcon.com in igc:rec.radio.swap */
/* ----- "COLLINS RE-312B-5 FS" ----- */

FOR SALE: COLLINS ROUND EMBLEM 312B-5 VFO/WATTMETER/PATCH
A FEW MINOR SCRATCHES, BUT OTHERWISE GOOD.....525.00
DARRELL, AT 805-495-3023, OR E-MAIL.....TNX

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
Subject: Command Sets

----- Forwarded message ends here -----

WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: Terry Burge <terrybu@netman.ENS.TEK.COM>
Subject: concerning receivers
Message-ID: <9512111636.AA26029@netman.ENS.TEK.COM>

Gang,

Mentioning the Lafayette receiver and a few others got me wondering what the list collective wisdom was on the performance of different receivers. For instance how would people compare a good SX-62 or SX-62A with a Hamerlund HQ-140, -145, -170, -180, etc? I know back in the 1960's there were alot of different companies like Allied, Lafayette, Hallicrafter, National, Hammerlund, Drake, Collins and others putting out comparable products. Today many of these receivers are going from \$5 up to \$350 or so and just from a stand point of knowing what to invest in I would be

curious how people rate them. Are there ones to watch out for...pro or con?

Terry
KI7M

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: Simon Buxton <sbuxton@ccf.health.nsw.gov.au>
Subject: Diecast Zinc Corrosion
Message-ID: <Pine.PMDF.3.91.951211130122.559959301A-100000@health.nsw.gov.au>

Hi gang,

Zinc diecast boxes were used to house small pieces of equipment for military and commercial use during the WWII era. By now many of these units are suffering from pitting with a white corrosion product and badly damaged paint finish as a result.

Does anyone know if it is feasible to restore the finish of these items, say by rubbing down, filling (with what?) and repainting?

What is the experience of fellow BA enthusiasts?

Thanks - Simon

		SIMON BUXTON, NSW Health, 73 Miller St, Nth Sydney, AUSTRALIA		
		E-mail: sbuxton@ccf.health.nsw.gov.au Compu\$erve :100352,1612		
		----- VK2EII Packet : vk2eii@vk2op.#syd.aus.oc -----		

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: John Shriver <jas@shiva.com>
Subject: Re: Diecast Zinc Corrosion
Message-ID: <199512111741.MAA07027@shiva-dev.shiva.com>

Zinc rot? I don't know of any cure. Zamak (trade name for Zinc-Lead alloy) castings are prone to "zinc rot" if there are impurities in them. They will continue rot, progressing to swelling, bulging, cracking, flaking, and eventual disintegration into white dust. There is some pretty grisly Zamak in my Kolster TRF radio from the 1920's. I have a friend whose 1950's vintage HO model RR locomotive has zinc-rotted in two.

I don't know if the process is anerobic (no air required). If it isn't, you might be able to stablize it with a very impermeable finish. Any comments from Barry Ornitz?

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: Brien Pepperdine <pepperb@gov.on.ca>
Subject: Re: Etched panels - Laquer Stick
Message-ID: <Pine.OSF.3.90.951211135825.24758B-100000@govonca2.gov.on.ca>

Just to satisfy all those interested, my tour by foot (a bit) and by phone via the Yellow Pages took me to graphics stores, jewelry suppliers, signmakers, engravers etc. Finally a engraving jobber told me place they send people to when they cannot satisfy.

Said joint can supply my with laquer stick adequate to my needs for one panel, and I shall hit them up for their supplier in case of need again.

I spoke with them and they confirmed - not messy, easy to apply and wipe off with no residue, is permanent and all the other requirements are met.

This is going to be a lot easier than a brush and artist acrylic, but only the test application of the laquer stick into the panel will tell. Of course, from what the List has said, this would seem to be the answer to engraved/recessed/stamped panels.

Next stop is the paint store to see what the Pittsburgh paint recipe I got will give me in terms of R390A panel colour. I think I'll know it when I I see it - I stared at my S-Line panel for 2 years. Its gone now, though, so I hope my colour memory is OK.

Thanks to all for their help so far, for product names and paint recipes.

Brien
Toronto

VE3VAW
pepperb@gov.on.ca

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: Henry van Cleef <vancleef@bga.com>
Subject: Filling recessed markings
Message-ID: <199512102145.PAA24102@zoom.bga.com>

I see the question has come up of how to restore old recessed markings on panels (and knobs). Various processes were used to make the originals. These include:

1. Photo etch. Very common on nameplates, where the letters are raised.
2. Engraving. Leaves sharp edges, and you can see the tooling marks under a magnifying glass. Common on short production run items, because it is a high labor process, but does not require special tooling.
3. Stamping and coining. This requires tooling, and involves deforming the metal under pressure. Used on high-volume things, and leaves rounded edges. As "coining" implies, this process is used for minted coins. A new penny will show you what it looks like.

You have to be careful to establish the process used originally before you start restoration. In particular, silk-screened lettering often appears slightly raised, if a heavy ink was used. Also, on Boonton equipment, the lettering was engraved after the panel was originally painted, with very little metal cutting---mostly paint removal by the engraving tool to let the aluminum show through.

The method I use with older Tek scope panel covers, which were photo-etched (Tek changed to silk screening in the mid-60's) is:

1. Remove the old clear lacquer with paint remover. This, of course, will take the markings out of the etched recesses.
2. Clean up the panel as necessary, finishing with 600 sandpaper.
3. Etch the panel using aircraft acid etch. This restores the matte surface. Alternatively, you can dunk it for a few seconds in hot caustic (lye). Rinse thoroughly and allow to dry completely.
4. To fill the lettering, I use artist's acrylic, which is a "water washup" paint, but which dries water-insoluble. The actual stuff I am using is "Ceramcoat by Delta," which comes in a variety of colors. Use a small brush to fill the indentations with paint thoroughly. Then use a paper towel, folded into a pad, to remove the excess from the surface. A slightly dampened paper towel works a little better. If the engravings are large, use bond paper with something flat to back it up so it won't take the paint out of the indentations. Allow to dry for a day.
5. Respray the panel with a matte clear lacquer.

On a painted panel, the best paint to use is one of the "sprays dry" paints, such as automotive lacquer or acrylic. The automotive enamels and paints like Imron will flow after application and fill the indentations. Allow the paint to cure thoroughly. Remember that all

of these paints don't cure by solvent evaporation, but undergo a chemical change that hardens them. Then fill the letters per step 4 above. Your choice whether to apply an automotive "clear coat" afterward to make things very shiny.

To refill the background on an etched name plate, get a rubber squeegee for spot putty----this is an automotive product. Apply paint to the area to be filled, and wipe the excess off with the squeegee. You can, of course, use the same squeegee on panel markings. You will want to have a cup of water, Q-tips, paper towels, and bond paper available before you start filling the letters. You have about 5-10 minutes to do the cleanup. Knobs with marked indentations are also very easy to fill this way.

The "lacquer stick" product, which is sold by Antique Electronic Supply, will fill knobs and panel markings as well. You use this as you would use a crayon. For that matter, a Crayola crayon the right color works quite well, particularly for engravings cut with a cutter, and I have seen these used in original work.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: for swheaton@sky.net
Message-ID: <199512101847.KAA05092@sasha.ucsc.edu>

which seems to be an unreplyable address - you asked me about the Zahl book. It was printed by a vanity publisher, Vantage Press, and is no doubt no longer available. All I can suggest is check whatever online library catalogs you can get to. I checked the U.C. system and it doesn't have Electrons Away, but does have his second book, Radar Spelled Backwards.

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: USSAILIS@forum.phast.umass.edu
Subject: FS Fil xfmrs and 829B tubes
Message-ID: <01HYNQW58SN68WZ48K@oitvms.oit.umass.edu>

Found three 2.5VCT @10A fil xfmrs and pair of 829B tubes in barn. \$7 ea for xfmrs and \$10 ea for tubes. Plus cost of stamp or UPS.

Jim, W1EQ0

ussailis@forum.phast.umass.edu

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
Subject: FS: NATIONAL NC-109 RECEIVER

----- Forwarded message ends here -----

WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: Command Sets
Message-ID: <73768.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap - all
replies should go to the email address below, soundimp@intex.net, not
me.

----- Forwarded message begins here -----
From: Sound Impressions <soundimp@intex.net >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: FS: NATIONAL NC-109 RECEIVER
Message-ID: <72994.ddillman@igc.apc.org>

NOTE This is a re-post from rec.radio.swap - all replies must go to
the email address below, not me.

----- Forwarded message begins here -----
From: Steve Ellington <n4lq@iglou2.iglou.com >
Newsgroups: usenet.rec.radio.swap
From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Fwd: SUPER DEFIANT

Message-ID: <73752.ddillman@igc.apc.org>

NOTE The message below is a re-post from rec.radio.swap - all replies must go to the email address below, soundimp@intex.net, not me.

----- Forwarded message begins here -----
From: Sound Impressions <soundimp@intex.net >
Newsgroups: usenet.rec.radio.swap
From: boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: jproc@worldlinx.com
Subject: Re: Heath DX-100 serial numbers
Message-ID: <Chameleon.4.01.2.951209071347.jproc@>

>Heath never, to my knowledge, put serial numbers on any of their equipment,
>no matter what it was.

Kim is right. When I was making a manifest of my electronic gear for house insurance purposes, I remember that none of the original Heathkit test instruments that I bought in the mid 1960's even had the blue and white labels. This came later. My old Apache transmitter, circa 1960 never had any identity tag.

Regards,

~~~~~  
Jerry Proc VE3FAB  
E-mail: jproc@worldlinx.com  
Radio Restoration Volunteer  
HMCS Haida, Toronto Ontario  
~~~~~

From: boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: Vlad Dvorkin <dvorkin@pcs.mot.com>
Subject: How to access FOR SALE LIST ?
Message-ID: <199512101910.0AA09087@iron65>

Hi,

Please explain how to access FOR SALE list to observe it.

Thanks,
vlad

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: EKnobloch@aol.com
Subject: Johnson Ranger + TR Switch Problem
Message-ID: <951211100912_130311212@mail06.mail.aol.com>

A while back, after completing a c.w. QSO on 40m with my Ranger II and Johnson electronic TR switch, I put the rig in "tune" position and sent to myself for a bit to adjust a bug. I was amazed when someone came back to my spotting signal. I then measured the power output of my unit when keyed in various modes, as follows:

- c.w. output 48 Watts
- "tune" output 275 milliWatts
- "standby" output 125 milliWatts

Note that 125 mW is only about 26 dB down from the rated 50W output.

Of course, this would not be a problem if the electronic TR switch were not in use, because then the antenna relay would open the coax from the transmitter in "standby" and "tune" modes. As it is, it's a way of easily enjoying QRP operation with the Ranger. Now, when I intend to spot someone, I will first switch in a dummy load, to avoid being an unintentional VFO swisher.

I checked to see if my Ranger were modified to include a higher spot level (per the manual, pin 11 of the operate switch can be jumpered to activate the driver tube in spot mode), but my unit has the original configuration with no connection to pin 11.

73,
Ed K4PF EKnobloch@aol.com

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: EKnobloch@aol.com
Subject: Lafayette Mechanical Filters
Message-ID: <951211103736_130328811@mail02.mail.aol.com>

About a week ago, there was a thread about the Lafayette ham band only receiver, and someone remarked that he thought it used a Collins 2.1 KHz mechanical filter.

No, Lafayette used a Japanese 2.1 KHz mechanical filter in their receiver, made by Kokusai Electric, Kokusai type MF-455-10AZ. Lafayette also separately sold this filter, mounted on a small phenolic board with two miniature IF transformers for \$10.

It could not be simply plugged in to a Collins receiver.

Actually, performance of this filter was not bad at all. It was also the heart of the DX Engineering speech processors which plugged in to the Collins 32S-3 or KWM-2, and provided rf speech clipping. Although speech processors have a well deserved rotten reputation for bad audio, the DX Engineering equipment could sound pretty good if the mic gain pot wasn't cranked up too far.

73,
Ed K4PF EKnobloch@aol.com

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: KB9VU@aol.com
Subject: Manual needed
Message-ID: <951210171716_69185315@mail06.mail.aol.com>

Anyone have a manual or a copy of one for the Collins 30L-1?

Thanks!

Mike, KB9VU

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: k1zat@bah.com
Subject: Re: Manual needed
Message-ID: <Pine.SUN.3.91.951210223233.16505B-100000@booz.bah.com>

Mike --

On Sun, 10 Dec 1995 KB9VU@aol.com wrote:
> Anyone have a manual or a copy of one for the Collins 30L-1?

I have an AF tech order on one.

jd

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: spindob@water.ci.seattle.wa.us
Subject: Manuals for T4XC & R4C
Message-ID: <199512111627.AA03202@relay.interserv.com>

I need manuals for a Drake T4XC & R4C pair. Has any one got the address and phone # for the Drake company, provided that is where I want to get the manuals. Is there a better place to get the manuals?. What is a good source

for the crystals?

Tnx & 73's
Brian KA7KUZ
spindob@water.ci.seattle.wa.us

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: vmike@jsun.agen.okstate.edu (Mike Veldman)
Subject: mil stuff to trade
Message-ID: <9512111604.AA20059@jsun.agen.okstate.edu>

Here is a cursory list of the mill stuff that I'd like to trade
for stuff to put together dc supply for my tcs station or if
there is something of interest e-mail me and we'll trade for
something neat to play with that I don't have.

QTY	MODEL#	DESCRIPTION	CONDITION
1	bc456b	modulator	complete
1	bc442a	antenna relay	complete
1	bc4511	control box	complete
1	complete rack with a 4 to 5.3 mhz transmitter less cover		
1	bc456	modulator	less dynamotor
1	dy66arn14	dynamotor	looks ok
1		3 to 4 mhz tx	complete
1		5.3 to 7 mhz tx	complete
1		5.3 to 7 mhz tx	less cover
2	bc 453	190 to 450 khz rx	modified
1		6 to 9.1 mhz rx	modified
1		6 to 9.1 mhz rx	original
1	r-19	receiver	original
1	bc357m	receiver	original
1	cu402/srt	antenna coupler	original
1	af33	electronic control amp	original
1	arc/r20a	beacon receiver	original
1	tu8b	antenna tuner	original
3	618t (collins)	500w 2-28mhz xcvr	no heads
1	8013 (collins)	auto antenna tuner	original
1	r-101b/arn6	receiver	original
1	r-54/apr4	radar receiver	original

Thanks
73
mike
WD0CTA
vmike@agen.okstate.edu

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: "Dave Wahlquist" <WAHLQUIST@ics.uwex.edu>
Subject: NCX-500 schemo needed
Message-ID: <MAILQUEUE-101.951211105717.352@ics.uwex.edu>

I have a National NCX-500 xcvr which seems to work fairly well but has some strange mods that I cant seem to figure out. I have the manual but most of the schemo is gone. If anyone can help me out it would be greatly appreciated.

Thanks,

Dave WB9SND
wahlquist@ics.uwex.edu

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: Steve Ellington <n4lq@iglou.com>
Subject: Need Ameco AC-1
Message-ID: <Pine.SOL.3.91.951210171112.10343A-100000@iglou>

Or similar such as the Philmore 1 tube transmitter to go with my Knight Ocean Hopper.

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: Gale Carlisle <gcarlisl@cln.etc.bc.ca>
Subject: polar relays / swap
Message-ID: <Pine.3.89.9512101727.A1095-0100000@cln>

Have the following for swap.

2 C.P. Clare Part No. HGSX-1001 mercury wetted contact relay
high speed.

will swap for ARRL Handbooks from the 60's to 70's to 80's
please respond via e-mail

Steve Carlisle VE7AHL

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995

From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: QRT for a bit..
Message-ID: <199512111408.IAA23764@wrdis01.robins.af.mil>

Am unsubbing from BA list for bit.. Got to catch up on some job stuff.
I know that I have a lot of unanswered mail. Will get to it, as I
can.
73,

Larry, KQ4BY
lakeith@robins.af.mil

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: jcondon@polaris.cv.nrao.edu (Jim Condon)
Subject: Ranger II price?
Message-ID: <9512111612.AA44131@polaris.cv.nrao.edu>

Dear Firebottle Philosophers:

My ex-ham friend recently sold me the Viking Ranger II that he used in
high school and has since stored in his house. It is factory wired,
works, and is in excellent cosmetic condition (only a few small chips
out of the paint around the edges of the front panel). I want to pay
him a fair price, but I don't know how much that would be. Can anyone
tell me?

Jim Condon
AD4YM

email: jcondon@nrao.edu

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: Scott_Johnson-AZAX60@email.sps.mot.com
Subject: Ray Mote, please respond!
Message-ID: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>

Ray Mote, please respond!
12/11/95 11:07 AM

I lost your phone # and address, which I need to talk to you about the
dynamotors, Could you please send it again?

Special
Announcement

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: williams@csn.net (Bill Standerfer)
Subject: Re: Re. 121.5 & 243.0 MHz
Message-ID: <199512110419.AA25033@ns-1.csn.net>

Tom, K9TA wrote:

> Re. the perils of transmitting on 121.5 & 243.0 MHz:
>
> Yup, that's one of the most certain ways there is of catching the attention
> of the Feds, and I mean BIG TIME.
>
> It's my understanding that ATC (Air Traffic Control) RADAR scopes are hooked
> to a system that monitors the frequencies. When a signal goes off, a fixed
> "spoke" appears on the screen which points the relative bearing to the trans-
> mitter.

I've never heard that one and doubt that it is true. Most, if not all FAA radio sites have receivers for both frequencies and I believe they will sound alarms when something comes up on either of them. However, FAA has never given Civil Air Patrol that kind of information on any mission I've been on. They can help by providing radar track analysis for CAP, but that usually happens after CAP makes the request. If an aircraft goes down while being tracked by a controller, they will let CAP know when it happened, but we're on our own after that.

> Even MORE fun than that is the satellite system.

Both the U.S. and Russia have satellites that monitor both emergency frequencies. When there is a satellite "hit", CAP will often get notified by the Air Force Rescue Coordination Center (which moved to Langley, VA a couple of years ago). We usually won't launch any airplanes until at least two hits have occurred unless we have data from another source that there is an aircraft missing in the area. The position of the signal is often within a few miles of where the satellite data puts it, and we can find it quickly by playing "fox hunt" with the airplane. However, as we all know, 2M and 1.2M signals can be bounced pretty well by large buildings, mountains, etc., so things can get messy, especially around here in Colorado. A friend of mine went out one night looking for a satellite hit near by, but finally found the beacon in a hangar about 150 miles northeast of here in Nebraska. The beacon was in a metal hangar that had a window that radiated the signal to the southwest. The satellite got confused and it took a couple of hours of flying to find the real position. It is certainly an interesting game, though.

The BA moral of the story is that if you transmit there, someone will find you. And when they do, it may not be pretty. If it isn't at an

airport, we'll usually get the sheriff to do the dirty work. :-}

Bill Standerfer, Major, Colorado Wing Civil Air Patrol
KF0DJ - williams@csn.net

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: Peter Gerba <pgerba@crl.com>
Subject: Re: RE. World Radio Ruler
Message-ID: <Pine.SUN.3.91.951211073329.19251A-100000@crl10.crl.com>

Hi Larry;

The "Judges" have decided to ship the WRL ruler to you. Please pass your USPS address and I'll put it in the mail.

Thanks to all for the fun.

pete, kn6bi
pgerba@crl.com

On Wed, 6 Dec 1995 Lrware@aol.com wrote:

> There can be only one:
> "World Radio Ruler"
> Thus the ruler should be given to me because:
> 1) Somebody has to do it.
> 2) A Boatanchorite is best qualified; who else would want to rule radios?
> 3) Ruling radios takes an "Iron Ruler."
> 4) Anybody can do it better than the ARRL/WARC boys.
> 5) I'm psychologically suited to the post; A sane person would not be
> interested.
> 6) My ears always ring just like a Russian "Woodpecker" even when my
> shortwave is turned off.
> 7) My wife swears my garage looks like the lab in "Dr. Strangelove", so
> I even have a proper location for a "World Ruler."
> 8) World Rulers have to be able to project force across great distances.
> With the "World Radio Ruler" I could reach about a foot.
> 9) Any proper "World Radio Ruler" needs a symbol with a globe on it,
> or else how would he know what hes in charge of?
> 10) If you give it to me I promise not to send out any more silly posts like
> this. :-)
>
> -Larry

> lrware@aol.com
>
>
>

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: jmartin@hrlban1.aircrew.asu.edu
Subject: re:Re: Diecast Zinc Corrosion
Message-ID: <SA39+aI5nka@hrlban1.alhra.af.mil>

John Shriver wrote:,
There is some pretty grisly Zamak in my Kolster TRF radio from the 1920's.

=====

Interesting. I have two Kolster 6G TRFs. One has the same trouble John S described, and the other is perfect. I think the zinc-lead alloy also is known as 'pot metal,' as in 'whatever what was on hand got melted in the pot,' and the night-and-day difference between the metal condition in my two Kolsters may be evidence supporting the variability of what went into the alloy. In places where it isn't visible or too far gone, I've heard of people joining broken parts and/or filling in the cracks with metal-filled epoxy, then coating over everything with several coats of a waterproof finish like polyurethane. In some cases where the part is too far gone, about all a person can do is make an equivalent... this happened to me, and I wound up building a functionally equivalent structure by soldering up sheet brass pieces. I suppose a fanatic could epoxy the pot metal pieces together long enough to make a form, then melt aluminum and cast a new part.

73, John Martin
jmartin@hrlban1.aircrew.asu.edu

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: "P. J. Rovero" <provero@connix.com>
Subject: Receiver Manuals/Parts Needed
Message-ID: <199512110214.VAA01861@comet.connix.com>

Need the following for my fledgling boatanchor collection

Manuals: R-392 (this one is by Western Electric)
SRR-13 (S/N #55 by RCA)
SuperPro (16 tubes, crystal filter, 0.1-0.4 Mhz and
2.5-20 MHz; either a 110LF/150LF/210LX)

Parts: AC cable or just the receiver end plug for the SRR-13.
I have a cable with molex pins now, but too many kids/dogs
to leave it like that.

Thanks in advance,

Josh Rovero, KK1D

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Stainless or Chrome - Epilogue
Message-ID: <199512111918.NAA29976@dlep1.itg.ti.com>

Greetings All,

Thanks for the responses on the SuperPro panel. The conclusion is that the front panel I've got is stainless steel. The deciding factors in coming to this conclusion were the facts that 1) no rusting had occurred along edges which had been obviously scraped previously and 2) the slight speckling which does exist in certain areas can be readily scraped off leaving no difference in material compared with surrounding areas.

HAM R LUND (Robert Fowle) informed me that he has seen some SuperPros which had unpainted stainless steel front panels, so Hammarlund at least used the material. No one spoke up, however, as having a SuperPro with a painted stainless steel front panel such as the BC-779-A I've got. (Or had. The paint's now gone.)

I intend to leave the panel unpainted. It looks pretty nice now, although I need to refinish the dial cutouts and clean the markings up a bit. The stainless steel color is, IMHO, nicer looking than the original paint color. (Apologies to the purists, but hey, some of these were apparently never painted anyhow.)

If anyone has any tips on caring for a stainless steel front panel, I'd like to hear about it.

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are my own, but are not necessarily my current opinions.

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995

Subject: SUPER DEFIANT

----- Forwarded message ends here -----

WPE2VT N6VS ex-WA2BJK
<ddillman@igc.apc.org>
Collector of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: dlkerl@elvis.b11.ingr.com (Dan Kerl)
Subject: Re: Testing tubes with Tek 575 transistor curve tracer
Message-ID: <199512111532.AA15649@elvis.b11.ingr.com>

This post concerns the recent thread on ways of using a Tektronix 575 transistor curve tracer to generate plate characteristic curves.

There was an article in issue #7 (vol #2, issue #3, fall 1994) of Sound Practices magazine (Joe Roberts' excellent audio rag). The article, authored by J.C. Morrison, Lynn Olson and Matt Kamna, concerned evaluation of a new audio power triode developed by Vaic Valve (pronounced "vaish"), the VV30B. Comparisons were made between it and other old designs; WE300B, 2A3, etc.

The test setup used a Sony/Tektronix 370A transistor curve tracer. The emitter terminal was connected to the cathode; the collector terminal to the plate. The base terminal was connected to a high-voltage amp (ref: Linear Technology application note AN18, pg 7) driven by a +/- 175V differential power supply. This multiplied the base step voltage by 10, allowing 160V @ 20V/step. The amp current limits to 5 mA in case operation is pressed into the grid current region. This curve tracer apparently has a printer port, allowing the authors to publish their results. I don't see why another curve tracer wouldn't work, assuming the voltage output of the base supply (into a high-impedance load) can be characterized, and that the collector supply has adequate voltage range.

Dan Kerl
dlkerl@ingr.com

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: David Speegle <dspeegle@ dialin.ind.net>
Subject: Thank You!

Message-ID: <Pine.SUN.3.91.951210193257.1699E-100000@dialin.ind.net>

Thank you to everyone who answered my request about SP-600. I appreciate the effort. Dave NE9F

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=====
| David Speegle           Email Alias: David.Speegle@dialin.ind.net
|
|
| 311 S West St.
|
| Argos, IN 46511
| Phone: 219.546.3848 FAX:
=====
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From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: lkayser@WorldLink.ca (Larry Kayser)
Subject: Tube Socket, 304TH/TL
Message-ID: <9512111406.AA27050@beacon.WorldLink.ca>

Wanted, one piece, used, Johnson #215 (I think this is the number), 4 pin Tube Socket for 304TH/TL. This is ceramic base about 5/8 inch thick and about 2 1/2" in diameter with 4 vertical metal sockets for the tube pins about 1/4 \" diameter pins

I am a newbie so if I have this wrong, sorry....

Larry - va3lk / wa3zia

Larry Kayser
R R #2, Westport, Ontario, Canada, K0G 1X0
(613) 273-3471
lkayser @ worldlink.ca

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: bcutter@teal.csn.net (Bob Cutter)
Subject: VF-1 Manual
Message-ID: <199512111427.HAA27064@lynx.csn.net>

Would someone be willing to copy the operating portion of the manual?

73, Bob KI0G
END

Bob Cutter,Glenwood Springs, CO

KI0G

bcutter@teal.csn.net

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: davidh@getnet.com (Dave Hollander)
Subject: W8KGI E-Mail Address???
Message-ID: <v01510103acf17a1d31d5@[10.0.2.15]>

Does anyone have Jim Hanlon, W8KGI's e-mail address??

Had it but lost it.

Thanks and 73,

Dave N7RK

Dave N7RK - Webmaster CADXA
Phoenix, Arizona *DXCC Honor Roll* *WAZ#23 - 75 Meter SSB*

ex-N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK

davidh@getnet.com	\\-// (o!o)	N7RK @ N7MRP.AZ.USA.NOAM
-----oo00-(_)-00oo-----		
E-Mail Address		Packet Radio Address

Visit my Home Page --- <http://www.getnet.com/~davidh>
and the Central Arizona DX Association Home page ---
<http://www.getnet.com/~davidh/cadxa.html>

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: WJoeW@aol.com
Subject: Wanted: KWM-2 VFO module
Message-ID: <951211003654_50534901@mail02.mail.aol.com>

I am looking for a 70K-2 VFO module for a Collins KWM-2. Does anyone out there have one they would part with?

Joe, N5ZYA

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: jschwart@ix.netcom.com (John Schwartzberg)
Subject: Wire for coil winding
Message-ID: <199512111840.KAA02158@ix9.ix.netcom.com>

Hey gang -

Got some coil forms for winding new SW-3 coils. The winding data calls for 32 and 34 gauge DSC (double silk covered) wire. Here's the question: Is DSC wire still available? Is it critical to the coil performance, as my old handbooks infer it is? Anyone have some experience to share with me?

TIA

John
N0GII
jschwart@ix.netcom.com

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: KB9VU@aol.com
Subject: WTB
Message-ID: <951210171715_69185303@mail02.mail.aol.com>

Looking for the following Collins parts:

Front Panel for a KWM-2A. Needs to be in good shape with all screening and lettering there. Minor scratches are ok. The one I'm replacing is in bad shape.

Rubber feet as used on the KWM-2, -2A, 32S-3, 75S-3(X) units. Used, not cracked or a source for suitable substitutes.

312B5 Station speaker/phone patch/watt meter/VFO. Working unit.

SM-3 microphone. Working unit. Good shape cosmetically.

Escutcheon for a 75S-3A

Weighted Spinner Knob Skirt for the KWM-2, -2A, 32S-3, 75S-3(X) units

Thanks!

Mike, KB9VU

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995

From: mk@ctiowd.ctio.noao.edu (Michael Keane x204)

Subject: WTB

Message-ID: <9512111850.AA17014@ctiowd>

Hi All,

I've started converting my institute's decommissioned commercial radio/telex room into a shack for our small (but growing) ham club. After an initial survey, it looks like I still need to locate a couple of pieces in order to put us on the air.

- i) The power supply for a KWM-2A is presently among the missing. My memory says it's a 516F-2 (haven't located all the manuals either). Is this right? Does anyone have a spare one lying around that they'd be willing to part with?.
- ii) The 30S-1 is sans tube. Anyone got an extra 4CX1000 in their junkbox?

73,

-- Mike, CE2/K1MK

--

Michael Keane CE2/K1MK

mkeane@noao.edu

Cerro Tololo Interamerican Observatory
Casilla 603
La Serena, CHILE

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995

From: jml@spider.lloyd.com (Jim Lockwood)

Subject: WTB: Clegg Thor 6 manual

Message-ID: <m0t0zA0-000TsAC@spider.lloyd.com>

Anybody got one of these they wouldn't mind copying and mailing? SASE + reimbursement for copying charges is, of course, available. What I need is info on both the Thor 6 RF section as well as the outboard modulator/power supply.

Thanks in advance....

Jim - km6nk

From boatanchors@theporch.com Mon Dec 11 19:37:00 1995
From: pbock@melpar.esys.com (Paul H. Bock)
Subject: WTB: Johnson Viking 122 VF0
Message-ID: <9512111627.AA02371@syseng1.se.melpar.esys.com>

WANTED: Johnson Viking 122 VF0, complete and unmodified. Prefer a unit in very good condition or better, but a restorable unit might be of interest *IF* the front panel is undamaged and in good shape.

E-mail to pbock@melpar.esys.com

From boatanchors@theporch.com Mon Dec 11 14:29:00 1995
From: "Cal J. Eustaquio" <ceustaqu@violin.aix.calpoly.edu>
Subject: WTB: original manual for R-388, 32Vxmtrs.
Message-ID: <Pine.A32.3.91.951211053652.33273G-1000000@violin.aix.calpoly.edu>

I am looking for the above manuals in original good condition. If anyone has any spares they would like to sell, I am interested in buying them from you. Thanks. Cal, N6KYR.